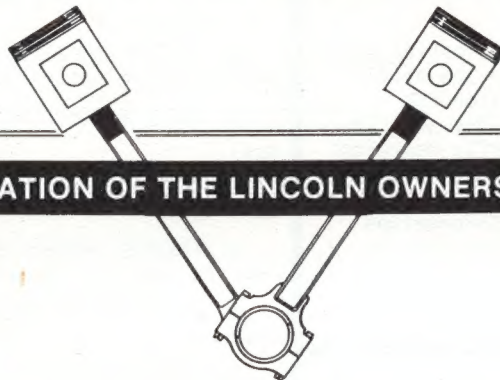


The FORK *and* BLADE



THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

MAY - JUNE 1978

Volume 17 Number 3



SPARKLING MASCOT

The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
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Crystal Lake, Ill. 60014
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Green Lane, PA 18054
215/234-4456

MEMBERSHIP CHAIRMAN

PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

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914 Longstreet Dr., Brentwood, Tenn. 37027
615-790-3799

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CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins \$ 30.00
2. 1931-1935 Lincoln Service Bulletins 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102

BEAST TURNS INTO A BEAUTY

Thoughts on the restoration of a 1925 Lincoln Brunn Coupe, by Jim Elliott

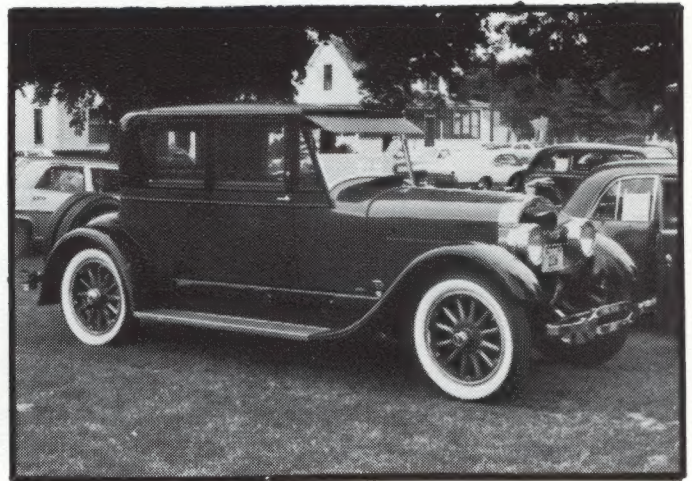
- Reprinted from "The Windshield Post", UMR,CCCA, Jan-Feb.-March 1971 -

While going through some old slides I found some photos of the Alden Johnson/Ray DeBoer, 1925 Lincoln, four passenger coupe by Brunn.

The top picture shows how it appeared at the "Bar-L Meet" in the 1950's. At that time the fenders and hood were in gray primer and the body, which is aluminium, was left as sanded. Alden, an expert mechanic, kept the Lincoln's innards in top shape. The exterior, however, left considerable to be decided. It was ridiculed and laughed at, as few felt it had any possibilities.



Ray, quietly knew the Lincoln's possibilities and with the services of Odd Braathen proved as much. This Lincoln was one of the first cars in the region restored to show condition. The metamorphosis was complete and overwhelming, as the bottom two photos show.



The first time the car was judged, it scored a well deserved 99.3 points. When this beauty, in it's dark green body, black fenders and trim, rolls into a meeting ground, no laughter, no ill word is raised.

On seeing restored cars like this Lincoln, a new member or prospective member's blood will race with enthusiasm. What it does to old members is criminal. They rush home with that "Next year, mine will be a 100 pointer" glisten in their eyes. Every Classic wife (they have got to be classics, to put up with nuts like us) knows what she is in for when that happens; months of distant clatter from garage and basement as the enthusiasm is pured into restoring another fine classic.



February 17, 1978

Lincoln Owners Club
Box 189
Algonquin, Ill. 60102

Dear Sir:

I read that the editor is in need of articles and pictures of restored Lincolns. Enclosed are pictures and an article on my 1932 KB, 12 cylinder, 145" w.b. Lincoln 2 window town sedan; motor #1485, body style 234A.

We purchased the car in May 1954 in Oak Park, Illinois. It was running on one bank as the distributor points were burned off the other bank. Had no rust out on fenders, Paint poor and upholstery worn out in places.

I drove the car home, about 160 miles, then started to restore it. There was no source of parts for the motor at that time. We spent the next 5 years looking for parts to rebuild the motor and clutch. We purchased repair parts from California, Colorado, Ohio, N.Y., N.J., Illinois, Michigan, Tennessee, and Missouri.

After restoring the motor, clutch, transmission, differential, brakes, steering, new wiring and cooling system, we had it painted and upholstered at a professional shop in Rola, Missouri.

Sincerely, .

CARL LAWRENCE



IN THE PROCESS OF RESTORATION



Carl Lawrence 1932 Lincoln - Lacquer paint being applied to the body.



Inside of car, showing new all wool upholstery and carpets.

HARRAH'S AUTOMOBILE COLLECTION

by

Dean Batchelor

Harrah's Automobile Collection is unique. It is the largest collection of automobiles in the world -- and the best. And it is located in Reno, Nevada which is one of the most unlikely spots one would think of for the site of such a magnificent display.

The Collection is an attraction of Harrah's Hotels, Casinos, Reno and Lake Tahoe, on a 12 acre site three miles east of downtown Reno (to get there, drive east from Harrah's Hotel on 2nd Street, which becomes Glendale Avenue).

The Collection was started in 1948 with the purchase of a 1911 Maxwell and a 1911 Ford. This led to more and more acquisitions until on February 25, 1962, the collection was opened to the public. It has been open every day since, with the exception of the day of John F. Kennedy's funeral.

At the time the museum was opened, the total collection numbered a bit over 600 cars, of which less than 200 were on display. It has since grown to 1475 cars (and 12 airplanes, 13 boats, 63 motorcycles, and a Pony Express Museum) with approximately 1100 cars on display at any given time.

Three showrooms house the cars, and the tour starts in Showroom One with the two oldest cars in the Collection--an 1892 steam-powered Philion, and an 1892 Panhard & Levassor. Also in this area are displayed some fine examples of antique clothing. Following the tour signs (visitors are on their own as there are no conducted tours, other than for special groups by prior arrangement) takes the visitor chronologically to 1929, with special exhibits of Wills Sainte Claire, Duesenberg, and a line of Speedsters and Raceabouts. Harrah's 1928 Ford Tri-Motor is also in this building.

Showroom Two takes up where One leaves off and brings the visitor up to the present. Special exhibits in this room include the Packards (one of each year from 1900 to 1958), Pierce-Arrow (1909 to 1938), Franklin (one of each year from 1903 to 1934),

Rolls-Royces (with one of each Phantom I, II, III, IV, V and VI), Bugatti (from the 1908 prototype Petit Pur Sang Type 10 to the 1952 Type 101C -- the last year for Bugatti -- and including two of the six Type 41 "Royales"), the racing cars (from a 1903 Napier Gordon Bennett to Don Garlits' 1974 World Champion dragster and Don Prudhomme's 1976 World Champion Funny Car), 34 of the Collection's 63 motorcycles and, last but not least, the Lincolns.

The oldest Lincoln in the Collection is a 1921 L-101 V-8 Seven Passenger Touring Car, and the newest is a 1977 Continental Mark V Cartier. In between we have one of each year from 1921 to 1939, plus a 1936 Lincoln-Zephyr Sedan, a 1940 Lincoln-Zephyr pre-production Continental Cabriolet displayed at the New York Auto Show, and a 1940 Lincoln-Zephyr pre-production Continental Coupe displayed at the Los Angeles Show. Also, the 1954 Capri driven by Ray Crawford to win the stock class of the 1954 Carrera Panamericana, and Mark II, III and IV Continentals.

Moving across the yard, past the Lockheed P-38 and the Curtiss P-40 WW II fighter planes, to Showroom Three, we find the Fords -- one of each year from 1903 (the first year for Ford Motor Company) to 1955. Harrah's Collection contains more than 140 Fords, with one of every year from 1903 to 1978, but there is insufficient room to display them all so the newer ones are stored in warehouses until the new museum is built at Harrah's World -- at the west edge of Reno on Interstate 80. Also in this showroom are the sports cars, boats, and a fine display of hot-rodded engines.

In spite of being the world's largest, and best, because of its scope and variety, cars are still being acquired, and there is no real mystery to Harrah's methods of acquisition.

Visible notices, available to anyone, in Hemmings, Old Cars, Cars & Parts, Road & Track, Autoweek, The Motor, The Autocar, Motor Sport and the antique auto classified sections of metropolitan dailies are perused with each new edition. Upcoming auction are carefully monitored for potential purchases, and contacts are maintained with known owners of desirable cars.

Additionally, cars are offered to the Collection daily by phone, letter, and personal contact -- offers that range from the sublime to the ridiculous; Each day there are 1952 Fords, 1965 Corvairs, 1972 Buicks and, now, 1976 Cadillac Eldorado Convertibles at extremely exaggerated prices ("well, you know its the last U.S. built convertible," they say, "and I heard it is worth \$50,000").

Unfortunately, many of these cars are offered by persons who simply don't know what a car is worth, and some are offered by those who think any old car is worth a lot of money. The fact is, that Clyde

Wade, the Museum Director and General Manager, Ken Groesbeck, the buyer, and Mr. Harrah, himself, know not only which cars they want for the Collection, but know the current market value and also what they are willing to pay for any given vehicle. What the car is worth and what they will pay may or may not be the same, incidentally.

Not incidentally, there is a myth perpetrated by automotive writers that these cars are the personal property of William Harrah. Not so. They are owned by Harrah's Clubs, Inc., and are so registered with the state of Nevada. Furthermore, each car and motorcycle is licensed each year and the registration is kept current.

I suppose one could say, technically, that the vehicles were at one time the property of Mr. Harrah in view of the fact that he owned 100% of the stock in Harrah's, but this changed in 1971 when the company went public. Stock was first offered over the counter, then for a short time on the American Exchange, and now it is listed on the "Big Board" of the New York Stock Exchange. However, Bill Harrah is still very much active in the direction and management of the Collection and will be completely involved in the Collection for a long time to come.

By most standards, simply having the largest collection of automobiles in the world would seem to be enough, but Harrah's Collection also has many unique vehicles: The 1907 Thomas that won the 1908 New York to Paris Race (and inspired the Warner Bros. movie The Great Race with Tony Curtis, Jack Lemmon, Janet Leigh and Peter Falk), the only Julian (with a six-cylinder radial, air-cooled engine at the rear), the only Airmobile, Colonial, Phantom Corsair, Gordon-Diamond, Henry Grey, Philion and front wheel-drive Packard ever built. Plus the only known examples of Adams-Farwell (with a five-cylinder, air-cooled rotary engine at the rear), Compound, Delta, Fox, Frontmobile, Harding, Hollier, Leach, Leon Rubay, Mauser, Pickard and Westinghouse.

In recent years, the World's Fastest electric car (174 mph at Bonneville), the first jet car to run at Bonneville, Don Garlits' 1974 World Champion Dragster and Don Prudhomme's 1976 World Champion Funny Car and Buckminster Fuller's Dymaxion have been added to the Collection.

Obviously, the Collection is not static, and as cars become available that previously were not, for some reason, and as the thinking and direction gradually change, the Collection improves. It is doubtful if acquisitions will ever totally stop, and as a "new" car is added, often an "older" car will be sold at auction.

Four auctions have been held, the latest held April 8th of this year. These auctions are not held on any schedule but when it is decided by management that enough cars have been downgraded by new purchases to warrant a sale. In all cases they are cars that are deemed "duplicate" or "surplus" by H.A.C. management.

NEXT - THE RESTORATION PROCESS



***** THE ROAD AHEAD *****

When you stop for coffee give your vehicle a break by giving it a walkaround inspection.

Quick starts and stops not only are tough on tires and gas economy, but they also make a driver look pretty silly in the eyes of other professional drivers.

Observe speed limit signs on cloverleaf exits. After traveling at a high rate of speed these limits may seem extremely slow. But just remember that they're there for a reason - your safety.

Consider road, speed, traffic and weather conditions- then choose a safe following distance.

Other drivers aren't mind readers. They can't tell when and where you're going to turn unless you let them know with your directionals.

" I had the right-of-way" is never an excuse for an accident.

Henkels and Lincolns

Located on a pleasant street in Pasadena, California, very near the Rose Bowl are two houses where my parents raised fifteen children and initiated an interest in classic Lincolns that endures to this day.

On arriving in Southern California in 1926, my parents started raising the Henkels family. They drove a 1925 Will Ste Claire convertible roadster across the United States from Philadelphia and used that car as personal transportation. Not until the thirties did our intense interest with the Lincoln Motorcar come into full swing. In 1936 my father drove to Philadelphia in a well preserved 1926 Lincoln sedan. Except for a faulty starter the trip was quite a success.

During the war my parents used a 1932 KB sedan to lug us kids around. Immediately, following the war they did their errands in a 1929 Dietrich bodied convertible sedan. At this time we started in earnest to collect a wide array of classic Lincolns. The variety is apparent by just looking at the accompanying photos. On my father's advice the kids invested what little money they earned on purchasing Lincoln. As you realize the prices were right in those pre-collector days. We often obtained cars free because friends and neighbors knew of our interest in them. My father, who was working for Paramount and Twentieth Fox studios in Hollywood would bring some Lincolns home with him from the set. Cecil B. DeMille even sold us two of his cars, a 1928 Phaeton and a 1933 convertible roadster, such was our good fortune! In the following years 1946 - 1960, our backyard became a resting site for good to excellent classic Lincolns.

Stories and tales of these cars abound in profusion and I have opted to keep this introduction short. Of course you may ask, where are all of these cars now? Most of them were either scrapped or sold to other collectors. We are still in possession of two magnificent dual cowl Phaetons a 1928 and a 1933, and assorted other sedans. We have just finished the restoration of a 1930 closed coupled sedan and will be taking it to the Far West Grand Classic in Carmel, Cal. this year.

Hopefully, in the near future I will write more about our legacy in the collection of Lincolns. Suffice it to say I am the 14th of 15 children and have finally purchased my first classic Lincoln, a 1934 Murray bodied 5 passenger sedan.

GREG HENKELS

1475 Hornblend
San Diego, Cal. 92109

*This is the earliest picture of our backyard with Lincolns;
ABOUT 1947*

*Shown here are: '32 with a rare sliding roof
'30 5 passenger sedan
'28 dual cowl phaeton*



HENKELS & LINCOLNS



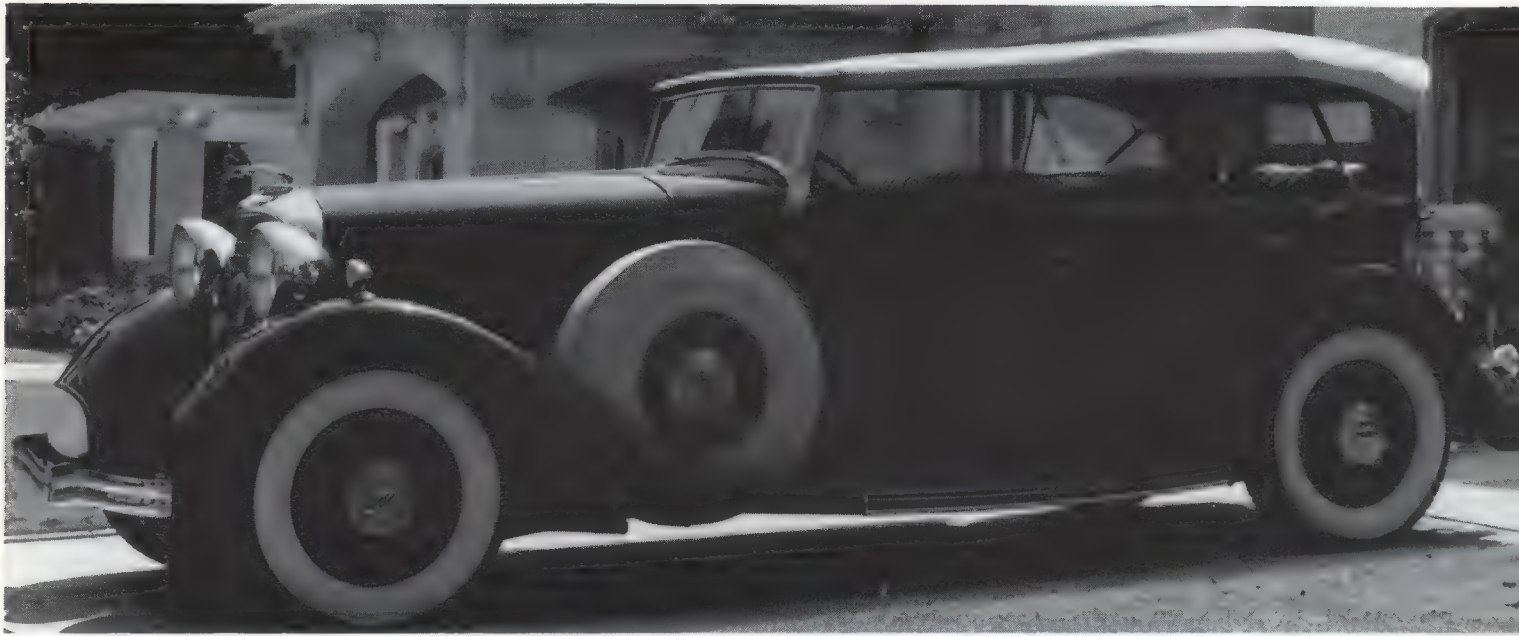
Disassembling a late K Model; note cast iron heads instead of aluminum. We frequently interchanged parts on all our cars.

VERY RARE '39 SEDAN



This is the driveway where most of our Lincolns were fixed or restored. Here we have a '35 convertible sedan and a '29 coupe (Cabriolet)





ABOVE: My brother's 1933 dual cowl Murran bodied Phaeton as it is today in front of Wrigley's Mansion in Pasadena

BELOW: A short coupled sedan and a '29 Judkins Limo owned by the Sargeant's of the Sargeant Lock Co.



We wish to thank the newspaper "Coast Car Collector" for granting us permission to re-print the following article and photos. We also thank LOC member Rick Zobelein for sending this material to us. We are fortunate to have Reverend Paul Woudenberg as a member.

The Editor

REV. PAUL WOUDENBERG PRACTICES WHAT HE PREACHES

by Charles Wilmarth

"Why collect the automobile? Why not, it's on its way to becoming a genuine world treasure. We'd better collect it!"

There's a philosophy! And from a man who ought to know: Paul Woudenberg, Ph.D., ordained Methodist minister of the gospel, teacher, author and plain old car nut.

Woudenberg talks of historical cars as a "trust responsibility."

"These machines which we tend to treat, so often, as mere means of transportation or something to be bought for fun and sold for scrap are actually in the very early stage of becoming signposts on the great calendar of archaeology."

You mean like an ancient clay pot? One that someone now is brushing out of the dry soil of Yucatan?

Not far off, Woudenberg would say. "Let me put it this way. When I studied to achieve my Doctor of Philosophy degree, I was required to pursue among other disciplines, that of ethics.

"So if you ask how it is that a minister is so serious about the collection and restoration of old cars, it's simply that: ethics. Aside from sheer pleasure, that is, and I try to apply those ethics especially in teaching my course at the various colleges.

Title of the course is "Classic Cars for Pleasure and Profit."

"When I talk with my students, I try first to transmit their trust relationship to the car, their responsibility to preserve it. And I try to instill in them the need also for ethical conduct by those who must buy and sell to keep the game going."

Woudenberg commenced this teaching in 1973 at UCLA, the first such college course in the nation, he says. Robert Gottlieb, attorney and automotive writer, now teaches the course, while Woudenberg is guest lecturer twice each year. The course has gone national.

This preacher of the joys of the venerable motor car has taught also on the Irvine campus of the state university system and offers a once-a-week session at Monterey Peninsula College in nearby Monterey. He and his old friend, racing great Phil Hill, team up for all-day seminars at other colleges.

His courses hit hard at the need to detect fraud. Call out the errors in advertising, he tells his students. Get all the help you can, he advises. Find the sources which will give you the facts on cars offered in publications, at auctions, at swaps and sales.

"Get at the truth, or as close to it as you can. That's the only way to get what you want and what you're paying for," says Woudenberg.

Is there a lot of misrepresentation and deception in the market? "Probably not," replies this respected judge of the concours, including the prestigious Pebble Beach. "Most of the inaccurate information springs from misinformation, rather than misrepresentation, and ignorance, rather than deception.

"You know, you have to be nearly a scholar in auto history and configuration to be a competent concours judge - or buyer," he adds.

Also on the subject of concours: "There's simply too much spit and polish. Too little emphasis on the original in the entries. Too many clean cars with no oil in the sump or grease on the bearings! Maybe we should introduce bonuses for greater show of original equipment, in spite of wear and tear."

And auctions, what about those?

"I don't recall having bought or sold at an auction, although I am not actually a large trader. My impression is that one's chances of finding a bargain at an auction are slim. Although," he adds, "I must say that there's plenty of action among scads of dealers at these events, so obviously there must be profits being made."

Woudenberg's interest, here too, tends to move toward that romantic magnet, the simple love of old cars. His greatest love is the Model A, "my high-school car." His is a 1920 Cabriolet. He is the owner of a Model B Ford pickup of 1932 vintage. It's a "Four."

"Everybody ought to have one Ford at least, it helps to keep you honest," and his far-from-ministerial countenance breaks into a characteristic grin.

The popularity of author Woudenberg's book, FORD IN THE THIRTIES (1976, Peterson) tells you the man knows his Fords. It has sold 35,000 copies and is still tooling along.

He has the synopsis of his second book ready. He'll be "deep into research" and pounding the typewriter in the spring months against a December deadline for Lincoln: The Post-War Years (Motorbooks International will be the publisher).

Woudenberg's "partner" at Carmet's Church of the Wayfarer in Carmet, California, is Charles Anker, a fellow nut who owns two Rolls-Royces and a Bentley.

Woudenberg has been at the Methodist Wayfarer for two and one-half years. His wife is a reference librarian and the mother of their two daughters.

"As a benediction to fellow believers, Reverend Woudenberg offers this: "Always buy a car you like, you may own it longer than you think!"

NOTE TO THE EDITOR From RICK ZOBELEIN

A telephone call to Rev. Woudenberg revealed that he has had the car for about a year. This vehicle was retired in the late '30's and became part of the Vickey collection in Arvin, California. Three years ago the Lincoln was purchased, along with other cars in the collection, by race car driver, Phil Hill. With only 45,000 miles on the speedo, the car was sent to Ken Vaughn in southern California for some exterior refinishing. At a later date the vehicle was purchased by Reverend Woudenberg and is now residing in Jack Passey's shop where it is undergoing a valve job and general tune up. According to Jack, the Lincoln is a 1923 Brunn 123A with a 1928 radiator shell and emblem, a possible factory conversion. In last year's competition at Pebble Beach, the car placed second, which is an indication that this Lincoln is an original "Clean Machine" that anyone would be very proud to own.

20th ANNUAL LINCOLN OWNER'S MEET

to be held at

ALGONQUIN, ILLINOIS

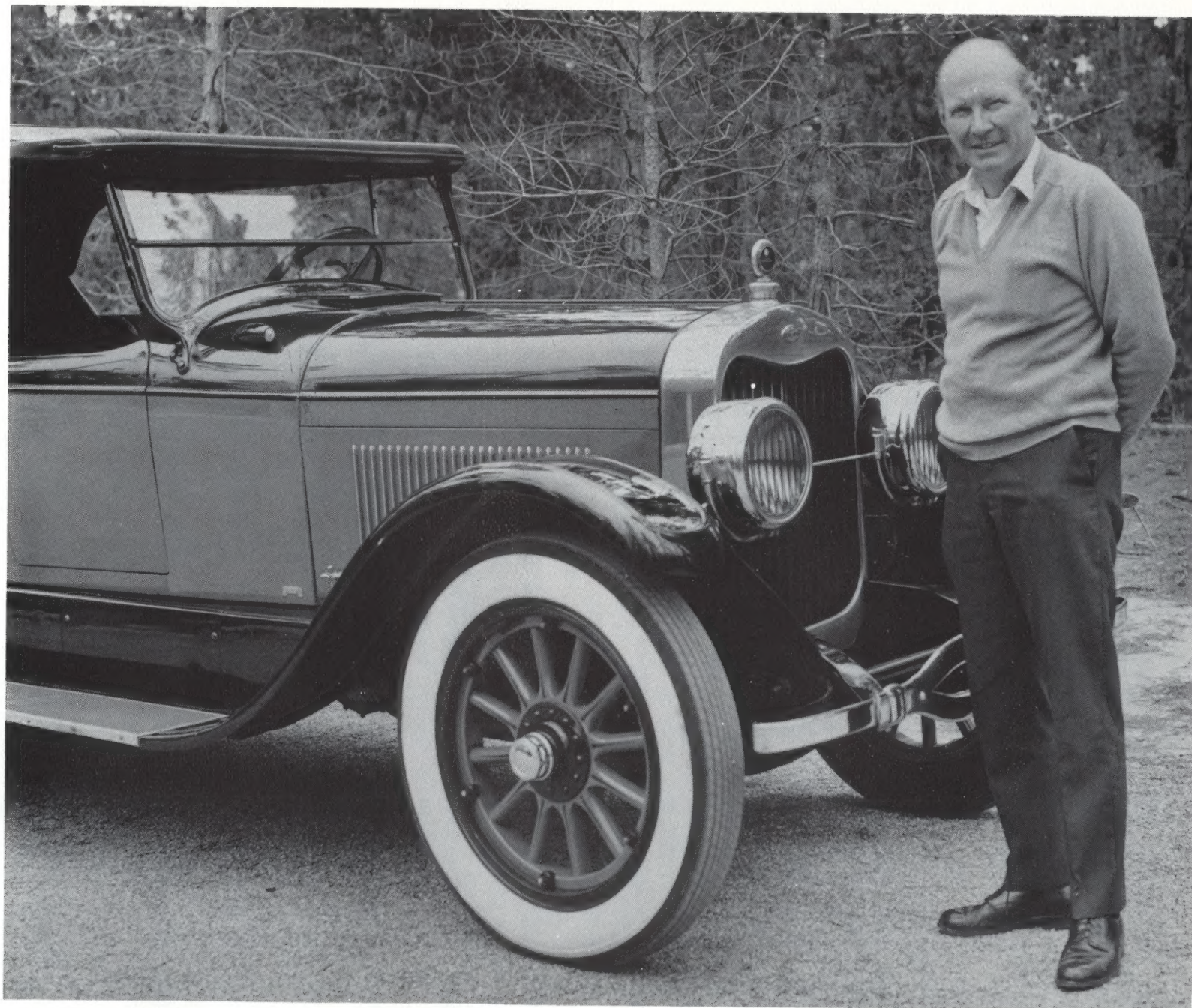
(20 miles N.W. of O'Hara Field; Chicago, Ill.)

on

AUGUST 11th and 12th, 1978

- * Put these dates on your calendar
- * Don't miss this unique meet
- * Limited to 40 Lincolns - 1940 or earlier

Note: It was previously announced that the meet would be held in Dearborn, Michigan. Due to a conflict of dates, it was decided to move the meet to Algonquin, Illinois.



Rev. Paul Woudenberg by his 1923 Brunn 123A Lincoln

HEAVY TRAFFIC

FOR SALE

Cigar lighter knobs for 1934-35-36 Lincolns. Exact reproduction, with red jewel and correct thread. Nickel plated. No heating element. I made 20 of them. Due to the high cost, \$30 each, Postpaid. Coming Soon: New rubber bumpers for hood corners. Again, exact reproduction. For 1934 to 39 Lincoln K. May fit other cars. Limited quantity. Price on request. Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi. 53027. #414-673-2561.

Lincoln 1936 K V-12 Willoughby Sport Sedan. \$6800 new. Most expensive pre-war Lincoln. 5561 pounds. Full classic colder restoration. 100% complete. Eleven made, only known example. 145 inch wheelbase. \$4000 professional engine rebuild, ready for installation. Show paint job under way, new wiring harnesses. Beautiful, great appreciation possible. Cost all above included. Many spares available, \$17000. Offer finance half. Jennings, 9220 Longview, Pleasant, Ca. 94566. #415-376-5141 (days) #415-462-4118 (home).

1935 K Lincoln transmission with free-wheeling. Includes hand control, clutch and brake pedals, and hand brake lever. Complete and in good condition. Make offer; or will trade for 1936 K Lincoln transmission without free-wheeling in equal good condition. There is a difference. George Strausse, 2120 37th St., Rock Island, Ill. 61201.

WANTED

For 1939 Lincoln "K" - set jead gaslets - distributor complete or part. Metal or plastic cover that goes over coils and distributor on fire wall. Robert E. Diehl, 8502 Centralia, Dearborn, Mi. 48127. 313-278-6826.

For 192 Lincoln "L" - for distributor need rotor and cap; two ignition coils. Morri Hart, 3458 122nd Place N.E., Bellevue, Wash. 98005. #206-885-3188.

For 1938. Tail lights, complete; Door handle, inside; window crank, inside; windshield wiper arm; gear shift knob; clock for rear; 20 cam followers and lifters; 2 hub caps. Harold O. Beckett, 4367 Knickerbocker Rd., Sheffield Lake, Ohio 44054. #216-949-5885.

Rear windshield for a 163B Loche bodied double cowl sports phaeton. Jan Vandenbergh, Be2uidenhoutse Weg 468, The Hague, Holland.

WANTED Continued

For 1928. Front brakes; complete distributor; hood ornament; gas gage; ammeter; gas cap; horn; rear bumpers; windshield wiper; tail light and its support; horn button; tire view mirror; measurements of the rear view mirror; auxiliary windshield. Hernan Schiaffino Collyer, Vicuna Mackenna 2545, Box 2196, Santiago, Chile, South America. #52296.

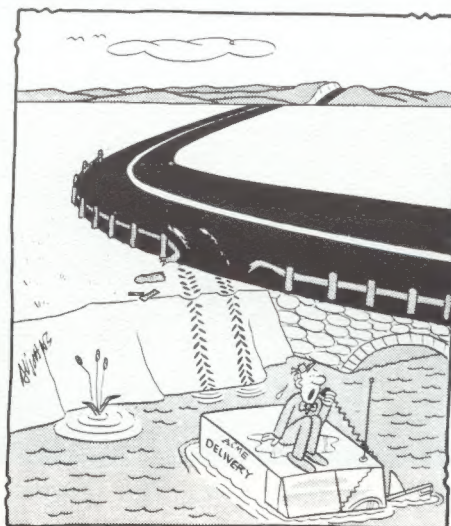
Spare parts and information on restoring a Lincoln Torpedo made in 1924, Body type 124, No. 2-2789. The original engine, the complete roof and back door are missing. Sr. Don Victor Garcia Llorente, Carretera Tabares, n.7, LaCuesta - Tenerife, Islas Canarias, Espana.

NOTICES

Location change for the 20th Annual Lincoln Owner's Meet, August 11th and 12th. Now to be held in Algonquin, Illinois, just 30 miles northwest of O'Hara Field in Chicago.

LCOC Silver Anniversary Meet to be held Sept. 15, 16 & 17, 1978. For more information contact: Thomas F. Lerch, 1106 Fair Oaks Ave.SW, North Canton, Ohio 44720.

July 4 is Independence Day. Remember, there's no form of freedom that gives you the right to endanger the lives of other people. Have a safe and sane 4th.



" I'LL BE DELAYED, BOSS. I STEPPED DOWN
TOO HARD ON THE ACCELERATOR AND
FLOODED THE ENGINE "